

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The important Black Sea ports were:

- a. Odessa.
- b. Zhdanov. Port captain: Captain MF First Rank (fnu) IVANCHENKO.
- c. Novorossiysk. Port captain: Captain MF First Rank (fnu) ZYBIN.
- d. Rostov na Donu.
- e. Tuapse.
- f. Batumi.
- g. Sochi.

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- h. Nikolayev.
- i. Feodosiya. Port captain: Captain MF Second Rank (fnu) BOGDANOVICH.
- j. Poti.
- k. Osipenko. Port captain: Captain MF First Rank (fnu) PELIPENKO.
- l. Izmail.

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2. Although

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that those two ports were very much alike in their degree of mechanization and freight processing activities. Zhdanov Port (formerly called Mariupol) was considered one of the best equipped and most important ports in the USSR: from 93 to 96 per cent of all incoming and outgoing Zhdanov cargoes were processed (loading, unloading, and transloading) by means of mechanized equipment. This high degree of efficiency was possible, however, because of the nature of the port's two main types of cargo, manganese ore and coal, which could be easily handled by machinery; these two cargoes constituted approximately 85 percent of all cargoes handled.

- 3.. Another favorable feature of Zhdanov Port was that almost all ships coming to Zhdanov were scheduled regularly far in advance, thus allowing port authorities to prepare for prompt and efficient cargo processing. Further, the same freighters had been coming to this port for many years, so that all the ship's characteristics were well known to the port authorities and processing personnel.
- 4. The manganese ore coming into Zhdanov Port originated in the Caucasus regions of Maykop and Georgia, and was shipped from Tuapse and Poti. When the ore reached Zhdanov Port, it was unloaded by gantry grab cranes, which had capacities of seven, twelve-and-one-half, and 15 tons. Unloading machines called "grab scrapers" (podgrebayuschiy greifer) were also used; these had a maximum step of 6.3 meters. To load coal onto freighters, the Zhdanov port officials employed coal-loading machines (often referred to in the Merchant Marine as "shtivuyushchiye mashiny"); there were three such machines in Zhdanov in 1950. Without the help of the coal-loading machines, manganese ore could be unloaded by the "grab scrapers" at a rate of 25-30 tons per hour; with the help of coal-loading machines, the capacity of a "grab scraper" jumped to 70-74 tons per hour.

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